

Message Text

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TAGS: ETRN, US, UR

SUBJ: SIGNATURE OF CIVIL AVIATION PROTOCOL

US- SOVIET CIVIL AVIATION PROTOCOL WAS SIGNED IN
WASHINGTON AT NOON JUNE 23 BY SECRETARY OF TRANSPORTATION
BRINEGAR AND MINISTER BUGAYEV. TEXT FOLLOWS.

QUOTE

PROTOCOL BETWEEN THE UNITED STATES OF AMERICA AND THE UNION
OF SOVIET SOCIALIST REPUBLICS ON QUESTIONS RELATING TO
THE EXPANSION OF AIR SERVICES

THE GOVERNMENT OF THE UNITED STATES OF AMERICA AND
THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST
REPUBLICS,

IN KEEPING WITH PARAGRAPH 7 OF THE " BASIC PRINCIPLES
OF RELATIONS BETWEEN THE UNITED STATES OF AMERICA AND THE
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UNION OF SOVIET SOCIALIST REPUBLICS" SIGNED AT MOSCOW ON
MAY 29, 1972,

DESIRING TO FOSTER EXPANDED COMMUNICATIONS BETWEEN
THE TWO COUNTRIES ON A MUTUAL BASIS,
RECOGNIZING THE ROLE WHICH AIR TRANSPORTATION CAN PLAY
IN THIS CONNECTION, AND

PURSUANT TO ARTICLE 16 OF THE CIVIL AIR TRANSPORT
AGREEMENT BETWEEN THE TWO GOVERNMENTS OF NOVEMBER 4, 1966,

HAVE AGREED AS FOLLOWS:

ARTICLE 1

THE EXISTING AGREED SERVICES UNDER THE CIVIL AIR
TRANSPORT AGREEMENT BETWEEN NEW YORK AND MOSCOW ARE TO BE
EXPANDED TO INCLUDE SERVICES FOR THE DESIGNATED AIRLINE
OF THE UNITED STATES FROM NEW YORK TO LENINGRAD AND
FOR THE DESIGNATED AIRLINE OF THE USSR FROM MOSCOW TO
WASHINGTON.

ARTICLE 2

IN VIEW OF THE INCREASING TRAFFIC BETWEEN THE TWO COUNTRIES, THE EXISTING ARRANGEMENTS UNDER THE CIVIL AIR TRANSPORT AGREEMENT RELATING TO FLIGHT FREQUENCIES ARE TO BE AMENDED TO ALLOW INCREASES IN FREQUENCY OF SERVICE.

ARTICLE 3

THE FOREGOING AND OTHER RELATED AMENDMENTS OF THE CIVIL AIR TRANSPORT AGREEMENT ARE INCORPORATED IN THE ATTACHED ANNEX WHICH SUPERSEDES THE EXISTING ANNEX TO THAT AGREEMENT.

THIS PROTOCOL SHALL ENTER INTO FORCE UPON SIGNATURE.

DONE AT WASHINGTON, THIS 23 RD DAY OF JUNE, 1973, IN
DUPLICATE, IN THE ENGLISH AND RUSSIAN LANGUAGES, BOTH
TEXTS BEING EQUALLY AUTHENTIC.

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FOR THE GOVERNMENT OF THE UNITED STATES OF AMERICA: FOR THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS:

ANNEX

1. THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS ENTRUSTS THE MINISTRY OF CIVIL AVIATION OF THE USSR WITH RESPONSIBILITY FOR THE OPERATION OF THE AGREED SERVICES ON THE ROUTES SPECIFIED IN TABLE I OF THIS ANNEX, WHICH IN TURN DESIGNATES FOR THIS PURPOSE THE GENERAL DEPARTMENT OF INTERNATIONAL AIR SERVICES (AEROFLOT SOVIET AIRLINES).

2. THE GOVERNMENT OF THE UNITED STATES OF AMERICA DESIGNATES PAN AMERICAN WORLD AIRWAYS, INC., TO OPERATE THE AGREED SERVICES ON THE ROUTES SPECIFIED IN TABLE II OF THIS ANNEX.

3. EACH DESIGNATED AIRLINE SHALL HAVE THE FOLLOWING RIGHTS IN THE OPERATION OF THE AGREED SERVICES ON THE RESPECTIVE ROUTES SPECIFIED IN TABLES I AND II OF THIS ANNEX:

(1) THE RIGHT TO LAND FOR TECHNICAL AND COMMERCIAL PURPOSES AT THE TERMINAL POINT OF THE AGREED ROUTE IN THE TERRITORY OF THE OTHER CONTRACTING PARTY, AS WELL AS TO USE ALTERNATIVE AIRPORTS AND FLIGHT FACILITIES IN THAT TERRITORY FOR THESE PURPOSES;

(2) THE RIGHT TO DISCHARGE PASSENGERS, BAGGAGE, CARGO AND MAIL IN THE TERRITORY OF THE OTHER CONTRACTING PARTY, BUT WITHOUT THE RIGHT TO DISCHARGE PASSENGERS, BAGGAGE, CARGO AND MAIL COMING FROM ANY INTERMEDIATE POINT IN A THIRD COUNTRY ON THE GIVEN ROUTE, EXCEPT FOR PASSENGERS AND THEIR ACCOMPANIED BAGGAGE WHICH HAVE BEEN DISEMBARKED AT THAT INTERMEDIATE POINT BY THE DESIGNATED AIRLINE AND SUBSEQUENTLY REEMBARKED DURING THE VALIDITY OF THE TICKET (BUT IN NO EVENT LATER THAN ONE YEAR FROM UNCLASSIFIED

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THE DATE OF DISEMBARKATION) AND WHICH ARE MOVING UNDER A PASSENGER TICKET AND BAGGAGE CHECK PROVIDING FOR TRANSPORTATION ON SCHEDULED FLIGHTS ON EACH SEGMENT OF THE ROUTE BETWEEN THE TWO CONTRACTING PARTIES; AND

(3) THE RIGHT TO PICK UP PASSENGERS, BAGGAGE, CARGO AND MAIL IN THE TERRITORY OF THE OTHER CONTRACTING PARTY, BUT WITHOUT THE RIGHT TO PICK UP PASSENGERS, BAGGAGE, CARGO AND MAIL DESTINED FOR ANY INTERMEDIATE POINT IN A THIRD COUNTRY ON THE GIVEN ROUTE, EXCEPT FOR PASSENGERS AND THEIR ACCOMPANIED BAGGAGE WHICH ARE TO BE DISEMBARKED AT THAT INTERMEDIATE POINT AND SUBSEQUENTLY RE- EMBARKED BY THE DESIGNATED AIRLINE DURING THE VALIDITY OF THE TICKET (BUT IN NO EVENT LATER THAN ONE YEAR FROM THE DATE

OF DISEMBARKATION) AND WHICH ARE MOVING UNDER A PASSENGER TICKET AND BAGGAGE CHECK PROVIDING FOR TRANSPORTATION ON SCHEDULED FLIGHTS ON EACH SEGMENT OF THE ROUTE BETWEEN THE TWO CONTRACTING PARTIES.

4. IN ADDITION TO THE RIGHTS SPECIFIED IN PARAGRAPH

3 ABOVE, EACH DESIGNATED AIRLINE SHALL HAVE THE RIGHT, SUBJECT TO PARAGRAPH 5 BELOW, TO PICK UP AND DISCHARGE PASSENGERS, BAGGAGE, CARGO AND MAIL IN THE TERRITORY OF THE OTHER CONTRACTING PARTY WHICH ARE TO BE DISCHARGED OR HAVE BEEN PICKED UP AT ANY INTERMEDIATE POINT IN A THIRD COUNTRY ON THE GIVEN ROUTE.

5. EACH DESIGNATED AIRLINE MAY OPERATE UP TO TWO ROUNDTrip FLIGHTS PER WEEK THROUGH MARCH 31, 1974, UP TO THREE ROUNDTrip FLIGHTS PER WEEK DURING THE 1974 SUMMER TRAFFIC SEASON (APRIL 1, 1974 - OCTOBER 31, 1974), UP TO TWO ROUNDTrip FLIGHTS PER WEEK DURING THE 1974/75 WINTER TRAFFIC SEASON (NOVEMBER 1, 1974 - MARCH 31, 1975), AND THEREAFTER SUCH NUMBER OF FLIGHTS AS IS SUBSEQUENTLY AGREED BETWEEN THE CONTRACTING PARTIES. THE DESIGNATED AIRLINE OF THE UNITED STATES MAY EXERCISE THE RIGHT SPECIFIED IN PARAGRAPH 4 ABOVE ON ALL ITS FLIGHTS. THE DESIGNATED AIRLINE OF THE SOVIET UNION MAY EXERCISE THE RIGHT SPECIFIED IN PARAGRAPH 4 ABOVE ON ONE OF ITS UNCLASSIFIED

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FLIGHTS.

6. THE INTERMEDIATE POINTS REFERRED TO IN TABLE I OF THIS ANNEX SHALL BE ANY TWO OF THE FOLLOWING: AMSTERDAM, COPENHAGEN, PARIS, LONDON, FRANKFURT, AND BRUSSELS; AND THE INTERMEDIATE POINTS REFERRED TO IN TABLE II SHALL BE ANY TWO OF THE FOLLOWING: LONDON, AMSTERDAM, FRANKFURT, COPENHAGEN, BRUSSELS AND PARIS. AT THE BEGINNING OF EACH SUMMER AND WINTER TRAFFIC SEASON, EACH DESIGNATED AIRLINE MAY CHANGE FROM ONE COMBINATION OF TWO INTERMEDIATE POINTS TO ANOTHER COMBINATION OF TWO INTERMEDIATE POINTS FOR THAT SEASON. NO MORE THAN ONE INTERMEDIATE POINT MAY BE SERVED ON EACH FLIGHT. THE INTERMEDIATE POINT OR POINTS MAY, AT THE OPTION OF EACH DESIGNATED AIRLINE, BE OMITTED ON ANY OR ALL FLIGHTS.

7. EACH DESIGNATED AIRLINE MAY MAKE A CHANGE OF GAUGE AT ANY INTERMEDIATE POINT IN EUROPE LISTED IN PARAGRAPH 6 ABOVE PROVIDED THAT:

- (1) CARRIAGE BEYOND THE POINT OF CHANGE OF GAUGE

WILL BE PERFORMED BY A SINGLE AIRCRAFT OF CAPACITY EQUAL TO OR LESS (IN THE CASE OF SERVICES OUTBOUND FROM THE HOMELAND) OR EQUAL TO OR MORE (IN THE CASE OF SERVICES INBOUND TO THE HOMELAND) THAN THAT OF THE ARRIVING AIRCRAFT, AND

(2) AIRCRAFT FOR SUCH BEYOND CARRIAGE WILL BE

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SCHEDULED ONLY IN COINCIDENCE WITH THE INCOMING AIRCRAFT (WITH THE SAME FLIGHT NUMBER) TO INSURE TRUE AND GENUINE CONTINUING SERVICE.

AGREED SERVICES

FOR THE UNION OF SOVIET SOCIALIST REPUBLICS:

MOSCOW TO NEW YORK OR WASHINGTON (DULLES) AND RETURN, VIA THE INTERMEDIATE POINTS LISTED IN PARAGRAPH 6 OF THE UNCLASSIFIED

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ANNEX. NEW YORK AND WASHINGTON WILL BE SERVED ON SEPARATE FLIGHTS. TECHNICAL STOPS WILL BE LIMITED TO THOSE LISTED IN ARTICLE II OF THE SUPPLEMENTARY AGREEMENT, AS AMENDED.

TABLE II

FOR THE UNITED STATES OF AMERICA:

NEW YORK TO LENINGRAD OR MOSCOW, AND RETURN, VIA THE INTERMEDIATE POINTS LISTED IN PARAGRAPH 6 OF THE ANNEX. LENINGRAD AND MOSCOW WILL BE SERVED ON SEPARATE FLIGHTS. TECHNICAL STOPS WILL BE LIMITED TO THOSE LISTED IN ARTICLE II OF THE SUPPLEMENTARY AGREEMENT, AS AMENDED.

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